

The Hongkong Telegraph.

No. 3437

THURSDAY, MAY 4, 1893.

SIX DOLLARS
PER QUARTER

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital 1,000,000
Subscribed Capital 500,000
HEAD OFFICE—HONGKONG.

Court of Directors:
D. Gillies, Esq., Chairman.
Chen Kiu Shan, Esq., W. Watson, Esq.,
H. Stoller, Esq., Kwan Hoi Chuen, Esq.,
Chief Manager.
GEO. W. F. PLAYFAIR,
Chairman, Provisional Committee.
Branches—London, Yokohama, Shanghai,
Amoy and Foochow.

BANKERS.

The Commercial Bank of Scotland.
Parrs Banking Co., and The Alliance Bank (Ltd.)
Interest for 12 months Fixed, 5 per Cent.
CURRENT ACCOUNTS 2 1/2
Hongkong, 27th April, 1893. [18]

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL 2,000,000
CAPITAL CALLED-UP 251,093.15.0
BOARD OF DIRECTORS:
Wm. Kewick, Esq., Chairman.
Adolf von Arnim, Esq., F. D. Sassoon, Esq.,
Egbert Tyson, Esq., H. D. Stewart, Esq.,
David McLean, Esq.

HONGKONG COMMITTEE:
The Hon. J. J. Kewick, | The Hon. C. P. Chater,
H. Hopple, Esq.

Head Office—3, Princes Street, London.
Branches—Bombay, Calcutta, Hongkong, and
Shanghai.
Agents—Penang, Singapore, and Yokohama.

RATES OF INTEREST.
ALLOWED ON CURRENT ACCOUNTS
and Fixed Deposits, can be ascertained
on application.

CHARTREY INCHBALD,
Manager.
Hongkong, 10th April, 1893. [199]

THE MERCANTILE BANK OF INDIA, LIMITED.

LATE
THE CHARTERED MERCANTILE
BANK OF INDIA, LONDON
AND CHINA.

AUTHORISED CAPITAL 1,500,000
SUBSCRIBED 1,185,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST ALLOWED ON CURRENT
ACCOUNTS at the rate of a per cent.
per annum on the Daily Balance.

ON FIXED DEPOSITS—
For 12 Months 5 per cent.
" 6 " 4 1/2 " "
" 3 " 4 " "

JOHN THURBURN,
Manager, Hongkong.
Hongkong, 4th February, 1893. [102]

INSURANCE.

THE FUNDS OF THE STANDARD LIFE OFFICE.

ARE invested entirely within the British
Dominions and are thus free from the
complications which might arise in time of war.
They now amount to Seven Millions Sterling,
and have increased 50 per cent in the last 15
years.

DODWELL, CARILL & Co.,
Agents, Hongkong.

SOUTH BRITISH FIRE AND MARINE
INSURANCE COMPANY OF
NEW ZEALAND.

THE Undersigned are prepared to accept
FIRE AND MARINE INSURANCES on
favourable terms.
Current rates, and a guaranteed Bonus equal
to that paid by the local Offices.
S. J. DAVID & Co.,
Agents, Hongkong.
Hongkong, 1st November, 1892. [415]

GENERAL NOTICE.
THE TAI INSURANCE COMPANY,
(LIMITED.)

CAPITAL, TAEL 500,000 } \$833,333.33
Equal to
RESERVE FUND \$318,000.00.

BOARD OF DIRECTORS,
LEE SING, Esq., LO YUK MOON, Esq.,
LOU TAO SHUN, Esq.

MANAGER—HO AMEL.
MARINE RISKS ON GOODS, &c., taken
at CURRENT RATES on all parts of the
world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1892. [869]

NOTICE.
THE MAN ON INSURANCE COMPANY
LIMITED.

CAPITAL SUBSCRIBED \$1,000,000
The above Company is prepared to accept
MARINE RISKS AT CURRENT RATES ON GOODS,
&c. Policies granted to all parts of the world
payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 21st February, 1893. [173]

NOTICE.
THE Undersigned begs to notify the Public
that he has bought from the Official
Trustee the GOODWILL and STOCK-IN-
TRADE of the TEEN YIK OIL SHOP, No.
44, Bonham Strand West, and that he will
carry on the same Business in the same place
and under the same Style.

MOW TACK,
Hongkong, 14th April, 1893. [464]

油生益天新承傳茂

Intimations.

NOTICE.

A PUBLIC MEETING will be held in the
CITY HALL, on THURSDAY, the 11th
day of May, at 5 P.M., for the purpose of
considering and determining upon the formation
of a LOCAL ASSOCIATION, having for its
object the obtaining for the INHABITANTS OF
HONGKONG INCREASED POWERS in the
MANAGEMENT of all LOCAL AFFAIRS.
JNO. J. FRANCIS,
Chairman, Provisional Committee.
Hongkong, 25th April, 1893. [505]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING of
"THE CHINA FIRE INSURANCE COM-
PANY, LIMITED," will be held at the OFFICES
of the COMPANY, No. 2, Queen's Road Central,
Victoria, in the Colony of Hongkong, on FRIDAY,
the 26th day of May, 1893, at 3 o'clock in
the afternoon, when the subject of the Resolution,
which was passed at the Extraordinary General
Meeting of the Company held on the 1st day
of May, 1893, will be submitted for confirmation
as a Special Resolution:—

That the first Subsection of Article 103 of the
Articles of Association of The China Fire
Insurance Company, Limited, with its
marginal note, be amended, and that in
lieu thereof the following Subsection and
marginal note be inserted, viz:—

Investment.—It may invest the Funds of the
Company in or upon English, Indian,
and Hongkong Government Stocks,
Bonds, and Funds, and in or upon the
Stocks, Bonds, Funds, and Securities of
any Foreign Government, Country, or
State, and upon Mortgage of freehold
or leasehold property in Hongkong
or elsewhere, and in or upon deposits
with or loans at interest to any Banking
Institutions wherever established, and
in or upon such other Securities as it
may in its discretion think fit, and may
from time to time convert or realise any
monies so invested and re-invest the
same in or upon any of the Securities
aforesaid as occasion requires.

By Order of the Board, JAS. B. COUGHTRIE,
Secretary.
Hongkong, 2nd May, 1893. [526]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.
AN INTERIM BONUS of Twenty-Five
per Cent, upon Contributions for the
year 1892, has been Declared.
SHAREHOLDERS may be had on application at
the Office of the SOCIETY on and after the 8th
May.

By Order of the Board, N. J. EDE,
Secretary.
Hongkong, 24th April, 1893. [498]

THE BORNEO HOTEL AND STORES COMPANY, LIMITED, (IN LIQUIDATION.)

NOTICE is hereby given that the Under-
signed are now prepared to PAY the
FIRST DIVIDEND of TEN PER CENT, to
CREDITORS of the above Company. CLAIMS
which have not yet been sent in should be for-
warded without delay.
H. B. DUNLOP, Liquidator.
STANLEY L. POWELL, Liquidator.
Sandakan, 14th April, 1893. [529]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.
AFTER this date NO FULLY PAID-UP
SHARES of this Company will be
TRANSFERRED on which the Calls on the
NEW SHARES standing in the same Name
remain Unpaid.
By Order, R. LYALL,
Secretary.
Hongkong, 10th April, 1893. [444]

STEAM WATER-BOATS.

SHIPS Supplied with FRESH WATER for
BOILERS and DOMESTIC PURPOSES
with despatch.
J. W. KEW & Co.,
and Floor,
18, PRAYA CENTRAL.
Hongkong, 20th April, 1893. [483]

NOTICE.

DIVING.
AN experienced diver seeks an engagement
as a DIVER, either as an "OPER-
ATIVE" or in charge of a DIVING PARTY.
Fully acquainted with all latest improvements
in Submarine Craft, Telephone, Lamp-work,
&c.

Siebs and Gorman's apparatus (Double or
Single Pumps) can be provided.
Breakers and Pier Work a Speciality.
The Salving of Cargo and Removal of
Wrecks undertaken in any locality.
References regarding work executed in the
North Atlantic, Mediterranean and China Seas
can be seen.

DETONATOR,
c/o Office of the Hongkong Telegraph,
Hongkong, 29th April, 1893. [518]

KOCH'S PRIVATE BOARDING HOUSE,
No. 39, STANLEY STREET.

BOARD AND LODGING, Per Day ... \$ 1.50

BOARD (TIFFIN AND DINNER) Per ... \$25.00
Month [370]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED or UN-
FURNISHED ROOMS, with Board and
Table Accommodation.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 28th February, 1893. [36]

PRIVATE BOARD AND RESIDENCE,
STANFIELD'S—1, QUEEN'S ROAD EAST.

VACANCIES FOR GENTLEMEN or MAR-
RIED COUPLES at Moderate Terms.
MRS. STANFIELD,
Proprietress.
Hongkong, 1st December, 1892. [49]

Intimations.

LANE, CRAWFORD & CO.

FOR SALE.

BLACK GUT TENNIS BATS.
CELLULOID HANDLED TENNIS BATS.
"DEMON" TENNIS BATS.
AYRES' TENNIS BALLS, "CHAMPION" and "WIMBLEDON."
Lane, Crawford & Co.'s "OLYMPIA" TENNIS BALLS.
STEAM-TARRED TENNIS NETS, TENNIS POLES.
"CAVENDISH" SETS POLES and NETS.
TENNIS SHOES.

Hongkong, 4th May, 1893.

W. BREWER.

QUEEN'S ROAD.

SLAZENGER'S DEMON TENNIS BATS.
CHAMPION TENNIS BATS.
ALLIANCE TENNIS BATS.
WIMBLEDON TENNIS BATS.
FAVORITE, FALCON, &c.
SPECIAL BLACK GUT BATS. AYRES' REGULATION TENNIS BALLS.
SLAZENGER & SONS' 1893 BALLS. FAULTLESS UNDERSEWN and other BALLS.
FOOTBALLS. BOYS' CRICKET SETS. PARLOUR SKITTLES and other Games.
TENNIS BELTS for Ladies and Gentlemen.
TENNIS SHOES (Kenshaw's) both Ladies and Gentlemen.
GUIDE TO HONGKONG, CANTON and MACAO.

Hongkong, 7th April, 1893.

KELLY & WALSH, LD.

SALTERS' CELEBRATED BLACK GUT TENNIS BATS.

AYRES' 1893 CHAMPIONSHIP TENNIS BALLS.

SALTERS' ALL BUCK, RED RUBBER TENNIS SHOES.

TENNIS NETS AND POLES.

KELLY & WALSH, LIMITED
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 6th April, 1893.

W. ROBINSON & Co.

(UNDER HONGKONG HOTEL) HONGKONG.

PIANO TUNING.

SATISFACTORY WORK GUARANTEED.
SINGLE TUNING \$ 5.00
6 TUNINGS A YEAR \$25.00 PER ANNUM.
12 do. do. \$45.00 do.
INCLUDING MINOR REPAIRS AND THE KEEPING OF THE PIANO IN GOOD
ORDER AND CONDITION.

PIANOS BOUGHT, SOLD OR TAKEN IN EXCHANGE, PACKED, REMOVED AND
STORED.

Hongkong, 14th February, 1893. [581]

W. POWELL & CO.

LADIES, GENTLEMEN'S AND CHILDREN'S

CALCUTTA PITH HATS.

COVERED IN ANY MATERIAL TO SUIT PURCHASERS.
OLD PITH HATS RECOVERED.

W. POWELL & CO.

Hongkong, 22nd April, 1893.

THE HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremlin"—A. B. C. Code—TELEPHONE, No. 32.

PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East,
affords unequalled accommodation to travellers and others. It is situated in the centre of
the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf
(the principal landing stage of the Colony) and in close proximity to the Banks and Shipping
Offices.

THE HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers
under experienced supervision.

THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to
spacious Verandahs, are lighted by gas and fitted throughout with electric communications.
The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new Bar and public
BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.
A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour,
adjoining the HOTEL, and is under the same Management.

THE WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied.
HYDRAULIC ASCENDING ROOMS of the latest and most approved type convey passengers
and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

Hongkong, 10th February, 1893.

R. TUCKER
Manager.

Intimations.

NOTICE.

THE HONGKONG HOTEL NEW
POTISSERIE will be OPENED on
SATURDAY next, May 6th, 1893. Patronage
Solicited.

S. H. SCHMID,
Manager.

Hongkong, 3rd May, 1893. [530]

THOMAS' GRILL ROOMS, (Corner of Queen's Road and Duddell Street.)

THE Undersigned has always thought that
such a place as this was the one thing
needed to fit in between HOTEL LIFE and the
PRIVATE BOARDING HOUSE—providing it be
First-class in every detail. A place where one
may have his GRILLED CHOP or STEAK
at any hour of the Day, up to 11 P.M.; or later
if notice be given. He is also prepared to
SUPPLY MEALS to PRIVATE PARTIES
per MENU or ORDER—the Parties sending
Dishes, &c., for same—and Cash. Scale on
application.

Monthly Board for One Person...\$15.00
Tiffin\$15.00
AMERICAN FROZEN OYSTERS always
on hand and served in every Style.
Breakfast\$2.50
Tiffin\$2.50
Dinner\$3.00
SPECIAL TIPPINS and DINNERS served
in Excellent Style at short notice.

W. THOMAS,
Proprietor.

Hongkong, 3rd May, 1893. [528]

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all
kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies' and Children's Under-clothing,
Children's Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superiores will also be most grateful for
any PAPER, or old ENVELOPES to be made into
Books for the Children of the Poor Schools, who
are taught by the Sisters.

Hongkong, 22nd April, 1893. [493]

DR. KNORR'S ANTIPYRINE.

(DOSE FOR ADULTS 15 TO 35 GRAINS TROV.)

IS the most approved and most efficacious
remedy in cases of HEADACHE, MI-
GRAINE, NEURALGIA, RHEUMATISM,
FEVER, TYPHUS, INFLUENZA, DENGUE,
ERYSIPELAS, HOOPING COUGH, and
many other complaints. It is also the very
best Antiseptic. Highly recommended by the
Medical Faculty. Ask for DR. KNORR'S
ANTIPYRINE! Each Tin bears the inventor's
signature "DR. KNORR" in red letters.

"DERMATOL" is the best Vulnerary; its
effect in stimulating the closing up of Wounds,
is described as amazing.
To be had at every reputable Chemist and
Druggist.

Supplies constantly on hand at the China
Export, Import, and Bank Co.—Sole Agents for
China.

Beware of spurious imitations.
Hongkong, 1st April, 1893. [406]

CAPTAIN CH. ROBINSON, COAL CONTRACTOR.

COMPRADORE AND STEVEDORE.
SHIPS VISITING MANILA SUPPLIED
WITH PROVISIONS, DUNNAGE, &c.
WATER and BALLAST BOATS.
Manila, 13th March, 1893. [338]

THE MIKE COAL MINING COMPANY.

THE MIKE COAL is a
BITUMINOUS COAL
of dark reddish colour. For steam purposes
it has been pronounced to be the best and the
most economical of all the Japanese Coals. Its
export is increasing yearly, and the opinions
expressed by several of the largest regular
consumers are in testimony of the excellent
qualities of this coal.

Attention is called to the following advantages
to Ships' Owners and Captains, who coal their
bunkers direct from the Undersigned:—

FRESHNESS of the coal.
UNIFORMITY of quality.
FREEDOM from impurities.
Supply in any quantity on shortest notice.
Quick despatch.
BEST of weight, etc., etc.

ITSUI BUSSAN KAISHA,
Sole Agents.
Hongkong, 5th September, 1891. [890]

KING WO CHEONG.

COAL MERCHANTS, SHIPS' COMPRA-
DORES, STEVEDORES, &c.
Have for Sale a cargo of pure AKAIKI COAL,
ex GODOWN and ex SHIP.

MR. J. W. BOYD, Superintendent at
Kowloon Docks, reports that AKAIKI
COAL GIVES TEN PER CENT. BETTER
RESULTS than any Japanese Coal he has ever
used.

For full particulars as to price, &c.,
Apply to KING WO CHEONG,
No. 33, PRAYA CENTRAL.
Hongkong, 3rd February, 1893. [187]

Shipping.

STEAMERS.

"MOGUL" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"ENERGIA,"
Stokes, Commander, will be despatched for the
above Port on or about THURSDAY, the 18th
May, instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.
Hongkong, 29th April, 1893. [999]

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVA-
TION COMPANY.
UNDER MAIL CONTRACT WITH THE AUSTRIAN
GOVERNMENT.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
BOMBAY, ADEN, SUZ, PORT SAID,
BRINDISI, VENICE, FIUME,
AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA,
MADRAS, PERSIAN GULF, RED SEA, BLACK SEA,
LEVANT and ADRIATIC PORTS).

THE Company's Steamship

"MARIA VALERIE,"
Captain A. Mills, will be despatched as above
on SATURDAY, the 6th May, at 3 P.M.

Cargo will not be received on board after 3
P.M. prior to date of sailing.
For further information as to Passage and
Freight, apply to

DAVID FASSOON, SONS & Co.,
Hongkong, 24th April, 1893. [447]

"SHIRE" LINE OF STEAMERS.

FOR SINGAPORE, LONDON, HAMBURG
AND ANTWERP.

THE Steamship

"DENBIGHSHIRE,"
Captain Vyryan, will be despatched as above
on or about the 12th May.

For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.
Hongkong, 28th April, 1893. [387]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at MACAO, TIMOR, PORT DARWIN, and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"MENMUIR,"
Captain Craig, will be despatched for the above
Ports on SATURDAY, the 13th May, at Day-
light.

This well-known Steamer is specially fitted
for Passengers, and has large Cooling Cham-
bers, thus ensuring a supply of Fresh Meat,
Ice, &c., throughout the voyage. A fully qualified
Surgeon and Stewards are carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 29th April, 1893. [516]

NIPPON YUSEN KAISHA.

FOR HONOLULU.

THE Company's Steamship

"MIKE MARU,"
will leave Yokohama for the above Port on or
about the 6th proximo.

Cargo for transhipment will be sent forward
not later than the 27th instant.

For Freight and further particulars, apply to
GEO. R. STEVENS,
Agent.
Hongkong, 1st May, 1893. [519]

SAILING VESSELS.

FOR SAN FRANCISCO:

THE 100 A.T. British Ship
"CELTIC CHIEF,"
Owen, Master, will leave here for the above
Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co.
Hongkong, 20th February, 1893. [241]

FOR NEW YORK.

THE 3/3 L. I. German Ship
"IRON DUKE,"
Hushagen, Master, will leave here for the above
Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co.
Hongkong, 21st April, 1893. [437]

Consignees.

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship
"GAELIC."
The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to take
immediate delivery of their Goods from along-
side.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk and
expense.

J. S. VAN BUREN,
Agent.
Hongkong, 1st May, 1893. [3]

"UNION" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG AND
STRAITS.

Intimations.

VICTORIA DISPENSARY.

AERATED WATERS.

WATER.—The Water used is absolutely pure.

STEAM PLANT.—Of the latest and most powerful type.

SUPERVISION.—The whole process of manufacture is under the continuous supervision of a qualified English Chemist.

THE PRODUCT.—Will bear comparison with the Waters made by the most noted makers in England.

DAKIN, CRUICKSHANK & CO., LD.,

VICTORIA DISPENSARY. [38]

A. S. WATSON & CO., LD.



CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR NEW FACTORY has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

"BOMBAY SODAS."

We continue to supply large bottles as heretofore, *Free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS.

whenever practicable, are despatched by first steamer leaving after receipt of order.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Emplies when received in good condition.

Counterfoil Order Books supplied free on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready to Stock—

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SALT WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
LEMON SQUASH
GINGER ALE
RASPBERRYADE
GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED,
The Hongkong Dispensary, Hongkong.

The Hongkong Telegraph.

HONGKONG, THURSDAY, MAY 4, 1893.

TELEGRAMS.

THE FAMIRS DIFFICULTY.

LONDON, May 3rd.
Sir Edward Grey, Parliamentary Secretary to the Foreign Office, stated in the House of Commons that England is sending a Commission to enquire into the difficulties that have arisen regarding territorial rights in the Pamirs. Russia has given explicit assurances to abstain from any expedition in that direction pending negotiations which, it is hoped, will give equal satisfaction to Great Britain, Afghanistan, and China.

THE AUSTRALIAN BANKS.

It has been resolved to re-form the English, Scottish and Australian Chartered Bank.

SENTENCES ON ANARCHISTS.

PARIS, April 24th.
Nonon has been sentenced to four years, Gaultier to two, and Polsson to eight months' imprisonment.

WILLIAM AND LEO.

Brilliant festivities are being held at Rome in honour of the Kaiser's visit to the Pope.

FRENCH ELECTIONS.

The elections appear to be going in favour of M. Parnier and M. Rochechouart. In Paris the Socialists are gaining seats.

THE NEW FRENCH CHAMBER.

April 27th.
The opening of the Chamber was tranquil; M. de Freycinet was greeted with considerable applause.

SHANGHAI RACES.

SPRING MEETING.

SECOND DAY.—WEDNESDAY, MAY 3rd.
The following are the full results of yesterday's racing:

THE CHU-KA-KA CUP, 1 mile.
Mr. Sassoon's Hollyhock, 1st. 11b. 1.
The SHANGHAI DERBY, 1 1/2 miles.
Mr. Sassoon's Hollyhock, 1st. 11b. 1.
The LADIES' PURSE, 1/2 mile.
Mr. John Peel's Talleman, 1st. 11b. 1.

The RACING CLUB CUP, 2 miles.

Mr. Treban's Dovril, 1st. 11b. 1.
The CONCORDIA CUP, 1 1/2 miles.
Mr. Josses's Firefly, 1st. 11b. 1.
The MONGOLIAN CUP, 1 1/2 miles.
Mr. Ward's Veau d'Or, 1st. 11b. 1.
The SPRING CUP, 1 mile.
Mr. Buxey's Blue Beard, 1st. 11b. 1.
The SHANGHAI STAKES, 1 1/2 miles.
Mr. Sassoon's Hero, 1st. 11b. 1.
The TAIKAI CUP, 1 mile.
Mr. Sassoon's Mighty, 1st. 11b. 1.
The SCURRY STAKES, 5 furlongs.
Mr. Sassoon's Blackberry, 1st. 11b. 1.

THIRD DAY.—THURSDAY, MAY 4th.

The following are the results received up to the time that we went to press:—
The GREAT NORTHERN PLATE, 7 furlongs.
Mr. Sassoon's Lightning, 1st. 11b. 1.
The EXCHANGE PLATE, from the Two and a Half Mile Post, Once round and in.
Mr. Sassoon's Blackberry, 1st. 11b. 1.
(Including 7lb. extra.)
The SHANTUNG STAKES, 1 mile.
Mr. John Peel's Watchman, 1st. 11b. 1.

LOCAL AND GENERAL.

H.M.S. Archer returned yesterday from the Natives.

The Countess of Kintore, with Lady Ethel and Lady Hilda Keith-Falconer, arrived by the *Arctic* to-day from Sydney for America.

THE representative collection of Cochich-China products, destined for the Chicago World's Fair, is being exhibited at Cholon (Sailon) this week.

Jibba—(at the Club)—What do you think of the P. & O?
Gibba—(meditatively)—If it's the same to you, I prefer a B. & S.

At the Magistracy to-day the owner of the steam-launch *Chang On* was fined \$10 for allowing that vessel to navigate the harbour without a qualified master on board yesterday.

The Douglas Co's steamship *Fokien*, en route to this port from Swatow, sighted the Canadian Pacific Co's mail steamer *Empress of India*, bound for Shanghai, to the north of Cupchi Point about 9 o'clock last night.

Editor of *Swath*.—It's terribly exhausting to write one of my editorials.
Miss Caudle.—I wonder if it is as much so as to read one?

UNTIL recently people believed the Famirs region, "the Roof of the World," to be about the wildest and barest spot on earth; yet now the *Daily Press* assures us that "the Pamirs elections are favourable to Rochechouart." Somebody with a tile off!

Mrs. Newcome.—What building is this we are passing, where such a horrible smell is coming out of the windows?
Mrs. Caudle.—It's the Club, dear; there's a large ceiling of members going on.

THE Russian cruiser *Silatch* and torpedo-boat *Narguen* and *Gogland*, left Vladivostok for Cronstadt via Cherbourg, Bremen, Lisbon, Marseilles, Naples, Alexandria, Aden, Colombo, Galle, and the Straits, arrived at Saigon on April 22nd, and were to leave for Hongkong on May 7th.

THE Earl of Jersey, late Governor of New South Wales, was granted an audience with the Mikado of Japan, at Tokyo, on the 25th ult., as was also, upon the same day, Mr. D. W. Stevens, of the Japanese Legation at Washington, and Mr. A. Marik, Japanese "Honorary" Consul at Melbourne, Victoria.

THE annual official salary list of the Imperial Opera at Vienna has just been published. The highest fee is that of M. Van Dyck, who receives \$12,000 for an engagement of seven months. The tenor, Winkelman, receives \$12,000 for nine months, and Mrs. Materna, who is shortly to be replaced by Mrs. Klafsky, \$10,000 for the same period.

DIVERS are busy at work trying to raise Mr. Kew's water-bomb from the bottom of the harbour off Kowloon Point. The two junks engaged in this work seem to have got the full weight of it, as they are lying very low in the water. It is to be hoped that the weather will prove favourable; even at present there is almost sufficient sea on to considerably retard the operations.

It will be seen by advertisement that Mr. B. Franklin Taylor has decided to keep faith with the public and has made all necessary arrangements for the successful carrying-out of his projected boxing tournament. The programme is long and the different competitors well matched; so it follows that if the management proves to be what is promised, an all-round wholesome sport will be provided. It is to be hoped that the enterprising pilot will be duly rewarded for his time and trouble—and no doubt he will.

A RATHER good story is told of an enterprising Chinese in this colony who some little time ago insured his house and effects for five or six thousand dollars. The neighbours of course, heard of the little transaction and as they were not particularly insured and being fearful of the consequences they deputed one of their number to inform the police, who in turn sent a sergeant to inquire into the matter with the result that the insurance was withdrawn, as the shabby and contents were valued at only one hundred dollars—and thus another fire was probably averted.

EVIDENTLY the excitement recently created by intelligence from Korea was in excess of the occasion. Indeed, knowing persons affirmed from the outset, says the *Japan Mail*, that no reason for alarm existed. The 22nd instant was the day fixed by public anticipation for an outbreak of the *Togoku-to*, but Mr. Olaki telegraphs from Seoul that everything remained perfectly quiet on that day, and subsequent messages by wire confirm the Minister's account. The *Togoku-to* may mean mischief—probably they do—but their ability to accomplish anything at present is obviously out of all proportion with their desire.

THE following facts about the Papacy will be read with interest. Leo is the 257th Pope. Twenty-four of his predecessors were John, 16 were Gregory, 14 Clements, 14 Benedicts, 10 Innocents, 12 Leos, 9 Piuses, 9 Bonifaces, 8 Pauls, 6 Urbans, 6 Alexanders, 10 Sixtus, 6 Adrians and 6 Piuses named Sixtus, Nicholas, Martin and Celestine. In the earliest days of the church the popes raised to the pontificate retained their own names, but the custom of adopting the name of some predecessor has obtained for some centuries. Fifteen of the Popes have been Frenchmen, 13 have been Greeks, 8 have been Syrians, 6 have been Germans, 5 Spaniards, 2 came from Africa and 2 each from Savoy, England, Sweden, Denmark, Holland, Portugal and Crete. Since 1233 all the Popes have been chosen from among the Italian Cardinals.

AN Imperial ordinance announces that the number of conscripts to be taken in Japan this year amounts to 20,391.

AN ounce of pure gold is worth \$20.64; therefore, a ton of pure gold, which contains 24,000 ounces, is worth \$495,360.

Rev. Pilgric.—What is your idea of perfect happiness?
Miss Gay.—A nice young man with lots of money.

A SMOKING CONCERT is to be held in the Gymnasium of the Victoria Recreation Club on Saturday the 6th inst. We give the "show" this gratuitous "ad." out of charity.

A FEW days ago, a perfect skeleton of a whale was stranded at the entrance to Non-son Bay, near the coal mines. The natives quickly transported it intact to Anhai village and set it out in the temple court-yard. Number One Joss!

TYPHUS fever is now prevalent in Yokohama. In one house, which is characterized as being a "second-rate" inn, no less than seven persons were recently stricken down with the disease. They were removed to the local hospital for treatment.

FOR the last couple of days some of the Police have been busy inspecting the ricksha brigade of the colony, who number upwards of five hundred. With all his faults "ricky" is a useful member of the community and it does seem a pity that he should have to pay the Government the sum of twenty dollars for his license, whilst at the same time the hire of the carriage costs him about five dollars per month and he is responsible for all repairs. This is a tax on labour which ought to be either abolished entirely or greatly reduced.

LONG jumping, remarks a writer in the *St. James's Gazette*, must be something worth looking on at when the winning jump is some seventy feet long. That is the sort of thing they have in Norway, as this morning's news from Christiania tells us. The champion jumper at the great annual meeting at Stockholm yesterday made a record by covering seventy feet, and the other competitors all managed to come between forty-four and sixty-six. This is certainly more exciting than our champion jump of twenty-three feet and a few inches. The Norwegians, it is true, do not jump as we do. The jump run is down a hill 300 feet high, in the middle of which a springboard is set six feet above the ground, and is from that the jumper takes his leap. But, asked or not, that seventy-foot flight through space is a portentous feat. The Norwegian women, too, tuck up their skirts and go at it; truly a sight for sons of Vikings!

A LONDON critic says he will be much surprised if Marie Leyton's new electric serpentine twirly dance will not soon be the talk of the town. This is a description of it: "The apparatus is darkened as usual, and Miss Leyton appears on the stage draped in a mass of transparent material. She then goes through some astounding evolutions and gyrations. The great feature of this electricity is made use of. She has a mass of what appear to be jewels distributed over her neck, arms, and lower limbs. As she dances these light up suddenly, and then are suddenly extinguished, being lit electrically by the drapery, and shine with a subdued light; but the effect is very beautiful. The manipulation of the limelights from the wings is well managed. At the finish of the dance, by some peculiar arrangement the dancer's skirts look black."

THAT the Douglas Co's smart Aberdeen-built clipper *Fokien* can still hold her own with the best of our China coasters has lately been evidenced on several occasions in running across the Form as Channel between Amoy and Tamsui against the Governor of Formosa's speedy "white elephant" *Cebu*. Although the *Fokien's* home-power is only 120 as against the Newcastle constructed vessel's 300, the Douglas yacht is fairly held her own, and more than once recently has fairly beaten her larger rival.

In the run down from Swatow last night the *Fokien* had a fair opportunity of testing her speed with the Indo-China Co's steamer *Taitang*, and as a healthy rivalry exists between the two companies, it is hardly necessary to say that Captain W. Davis availed himself of the chance. The *Taitang* left Swatow a few minutes past 3 p.m., and was just disappearing round Sugar Loaf Island when the *Fokien* was sighted from her 17, the Jardine coaster having a clear lead of about 35 miles. Slowly but surely the *Fokien* gained the gap, and when a direct course for Hongkong was set off Breaker Point not more than three miles separated the two steamers. A stern chase is proverbially a long one, and this one proved no exception to the rule, as it was not until between 3 and 4 a.m. that the *Fokien* got on terms, but then she rapidly drew away and was safely moored alongside the Douglas Wharf as the *Taitang* entered the harbour from the Ly-e-moon Pass. Considering that the Indo-China Co's boat has engines of 100 h.p. and is a regular passenger vessel, the *Fokien's* victory is all the more creditable and must be regarded as a feather in the cap of her builders, Messrs. Hall, Russell & Co.

THUS a British constitutional authority.—Our colonial governors are always intelligent because they have to live by a difficult trade; they are nearly sure to be impartial, because they come from the end of the earth; they are nearly sure not to participate in the selfish desires of any colonial class or body, for long before these desires can have attained fruition they will have passed to the other end of the world, be busy with other faces and minds, almost out of hearing of what happens in a region they have half forgotten. A colonial governor is a super-parliamentary authority, animated by a wisdom which is probably "instinctively considerable," and is different from that of the local Parliament. But the advantage of this "super-parliamentary" authority is purchased at a heavy price—a price which must not be made light of, because it is often worth paying. A colonial governor is a ruler who has no permanent interest in the colony he governs; who, perhaps, had to look for it on the map when he was sent thither; who takes years before he really understands its parties and its controversies; who, though without prejudice himself, is apt to be a slave to the prejudices of local persons near him; who, inevitably, and almost doubtably, governing not in the interest of the colony, which he may mistake, but in his own interest, which he sees and is sure of. The first desire of a colonial governor is not to get into a "scrape," not to do anything which may give trouble to his superiors—the Colonial Office—at home, which may cause an untimely and dubious recall which may hurt his after career. He is apt to leave upon the colony the feeling that they have a ruler who only half knew them, and does not so much as half care for them.

CHAMBER OF COMMERCE.

The following was crowded out from our report last night.
In supplanting the motion to adopt the report of the Committee for the year, Mr. Bellios said:

—Mr. Chairman and gentlemen, after the rather copious remarks already made on subjects dealt with in the report, little remains to be said. I should, however, like, with your permission, to say a few words on one or two matters in which we are all greatly interested. With regard to the suggested formation of a Lighthouse Board in this colony I feel strongly that this Chamber should do its utmost to urge this step on the local Government. The question is being agitated in nearly all the principal British ports in Eastern waters, its importance being generally recognised. It must never be lost sight of for one moment that this port exists upon shipping, and that any regulations tending in even the smallest degree to restrict its freedom or hamper its trade are sure to have a disastrous effect. The light dues levied on the shipping are avowedly imposed for the specific purpose of providing for the effective lighting of the approaches to the harbour. The shipping interests, in order to raise the necessary funds for carrying out this work more thoroughly by the erection of the Gap Rock Lighthouse, voluntarily offered to submit to a temporary augmentation of the dues. To secure that these duties shall not in any degree be diverted from the original purpose, it is most desirable that a Lighthouse Board or harbour trust should be formed. If a body of that kind existed we should not have such anomalies as the levy here of tonnage dues on the river and coast steamers every month, instead of their being charged, as they are in ports in China and the Far East, every six, or even twelve months. We should also have a guarantee that the dues would be devoted to the purpose for which they are levied. Instead of being merged, as they now are, in the general revenue of the colony. The general principle, I take it, upon which tonnage dues are levied in a free port, should be that they should never be in excess of the sum required for harbour conservancy, including the maintenance of all the lights, buoys, &c. So long as the control and supervision of the harbour is vested in the Government there is always the danger of any surplus revenue from tonnage dues being devoted to other purposes. Do not for a moment let any reflection on the manner in which the harbour and lighthouses are now administered, but I think that in the interests of shipping, on which the prosperity of the Colony so largely depends, a Port Trust should be formed, not only to secure economy, but to conserve the freedom of the port. Somewhat allied to this subject is that of the prevention of practical attacks on vessels trading in these waters, a matter which every one will admit is of considerable importance. While sympathising most fully with the objects aimed at by the British Mercantile Marine Officers' Association in their scheme for the prevention of such outrages, I quite agree with the decision of the Committee that it would prove unworkable, besides imposing irritating restrictions on passengers. These outrages must of course be prevented, but they have always been rare, and since the tragedy on board the *Spark*, some nineteen years ago, have been rendered practically impossible on the river steamboats by the precautions adopted. If therefore the coasting steamers, take similar precautions—which I believe is done in most cases now—and the water police characters, the risk of armed pirates taking passage on board steamers from their own will be reduced to a minimum. There will, of course, always remain the chance of such desperadoes being shipped at other ports, and to guard against that contingency the local agents and the officers of vessels will need to be on the alert. Turning to a very different question, I am reminded by the flight of time that we may shortly expect another inquiry from his Excellency the Governor as to our wishes in regard to the proposed Bill for the extension of the jurisdiction of the Chamber generally has undergone any change, but personally I may say, as a prominent supporter of the Bill, that my views remain unaltered. I hope the Ordinance will be allowed to stand as it is. I think it will be admitted that the hardships anticipated have not been experienced, that legitimate business has not been handicapped or interfered with, and that the great object of the Bill—the suppression of the traffic in supposititious shares—has been fully attained. Speculation of a legitimate character will still be carried on in the shape of time bargains where the numbers of the shares are given, but this business is stagnant simply from want of buyers, that class of operators having for the time at least ceased to exist. Among the objections to the Bill was this, that it belonged to the grandiose class of legislation. Well, I think the Washington Legislature can hardly be accused of that kind of legislation. Yet only recently a Bill was passed by Congress to put a stop to the dealing in "futures," the evils of gambling of this description having become so serious as to demand a check. We do not gamble here in future and we do not gamble here in doing so, but the gambling in shares that had no existence had equally disastrous effects, and it is most gratifying to find that it has been stopped. Share business is certainly rather limited now, but it is on a sound basis. The reign of the "boom" is over, and it is no longer possible for operators to depreciate the value of stocks at their pleasure. It may take years for the stock market to fully recover from the effects of the late boom and its collapse, but it would be false policy to endeavour to bring this about by any forcing process, such as inflation by means of speculative time bargains. We have the recovery of the market let it be second and through due only to natural causes. I trust that in view of opinions expressed in this Chamber, the Governor has been convinced of the satisfactory working of the Ordinance and that it is unnecessary to ask for a further opinion upon it. I am glad to concur with the remarks made by the preceding speaker on the Transit pass question and on the often suggested opening to steam navigation of the upper waters of the Chuking and Tsai River. Ever since the signing of the Treaty of Tientsin, which conceded to us by Article XXVIII, the privilege of sending goods inland under cover of transit pass, the Mandarins of Kwangtung have shown a most obstinate determination to render it null and void. And for all the good British trade has derived from the system in the two Kwang provinces it might just as well never have been granted. In fact for nearly a quarter of a century this important privilege has been a dead letter in these two provinces. A great effort was made two or three years back to compel the observance of Article XXVIII, but the officials have again, it would seem, contrived to render it inoperative, by persecution of native traders and confiscation of goods on various flimsy pretexts. Considering the value of the trade done under transit pass in Central China from the Yangtze ports, there can be no shadow of doubt that a very large increase of trade would take place here if the system were allowed to function in the Kwang provinces. The importance of this question will amply justify the Chamber in making a strong representation thereon to the British Minister and the attention of Mr. O'Connor may well be invited to the great desirability of making an effort to secure the opening of the West River, and other affluents of the Chuking to steamers. I need not enlarge on the increase this concession would bring to trade in this Colony. It is only necessary to note how the trade of the Yangtze has developed since the river was opened to steam navigation, to form some idea of what would be the result of the concession of the West River being rendered accessible to steamers. The native trade would not suffer by the step,

it would speedily find new sources of expansion. The concession is not much to ask. The Chinese Government have of late years been constantly seeking fresh concessions from Great Britain, and it is surely not too much for the British Minister to request this small set-off to the right to levy increased duty on opium, to the despatch of a native tribute-bearing embassy from Mandalay to Peking to feed Celestial vanity, to the establishment round the Colony of Hongkong of Chinese Customs stations, together with the surrender of other treaty rights without any *quid pro quo*. A memorial on this subject to the British Minister would serve to strengthen his hands in dealing with the Tung-tai Yamen, and help forward, I hope, the day when this concession will be secured.

The Chairman—I think that if Mr. Bellios was referring, in his allusion to the legislation of the United States, to what was known as the Opium Bill, he is a little incorrect; I think that Bill was rejected some time ago by the American Congress.
Mr. Bellios—I thought it was passed. There was a telegram about it in the newspapers.
The Chairman.—The American papers say that it was rejected by the Congress. However, I have here an extract from the *Australian Journal of Commerce*, which says:—"The tactics of operators for the rise and fall have had such a damaging effect upon bank and other investment stocks, leading to much loss of confidence, that an endeavour has at last been made to check 'spec' selling of the first-named securities. A Bill to that end, introduced by Sir Frederick Watson, in the Legislative Council, has been passed by both Houses of Parliament. It is based on an Imperial Act which it is said has been highly successful in achieving the object in view."

After the adoption of the report and the election of officers for the ensuing year the new Chairman (the Hon. J. J. Keswick) said—Gentlemen, I beg to thank you for the honour you have done me in electing me to the chair, and I assure the new Committee and the members of the Chamber that it will be my first care to promote to the best of my ability the interests and the usefulness of the Hongkong Chamber of Commerce.
The proceedings then terminated.

"CHARBONNAGES."

M. Bavier-Chauffou, general manager of the Hongkong mines, arrived in Hongkong yesterday from Tonkin, where he has been busily engaged since his return from Europe about a month ago. A mining expert who came out with him from Paris has reported in most encouraging terms on the capacity, work, and prospects of the *Société Française des Charbonnages du Tonkin*. According to this gentleman, the installation is absolutely complete, the plant is perfect and without any further outlay of a single cent the Company has at its command resources which can only be limited by the demand of the market. The railway lines, connecting Hanoi and Nagona with the wharf at Hongkong, have been in full working order for some time, with most satisfactory results; the steam coal-cutting machinery is giving splendid results; the *Kowloon Brylly* factory is equally an established success; and the long-expected "oil of production" is now in actual progress, so that the success of the Company depends on nothing else but the sale of the coal. Since M. Bavier-Chauffou's return to Hongkong, the output of coal has been rapidly carried from 400 to 520 and now averages 600 tons per day.

Contracts have been signed for supplies of coal which will more than pay all the expenses of the Company for some time; and there will be no occasion for any fresh outlay until, in the natural expansion of trade, the demand for Hongkong coal exceeds the capacity of the present plant; and by that time it is safe to assume that the *Société* will have a credit balance large enough to increase its plant so as to supply practically the whole of the Far East with splendid fuel at cheap and yet remunerative rates.

The *Progrès de Saigon* (April 26) says that since the return of M. Bavier-Chauffou to Hongkong, the output of "Charbonnages" coal has risen from 400 to 520 tons a day, and will soon be still greater. A contract has been made at Canton for 6,000 tons a month. Another steamer of 4,000 tons capacity has been chartered in Hongkong, to assist the *Krim* in taking some 14,000 or 15,000 tons a month.

NEW STEAMSHIP LINES IN THE FAR EAST.

Since the Japanese Parliament, in February last, agreed to the proposals for extending the national steamship subsidist, the Nippon Yusen Kaisha have been rapidly developing their schemes for new and important lines, among which the chief are a regular line to Europe and a fast passenger line to Australia. The Hongkong agents (Messrs. G. R. Stevens and Co.) have informed us that it is now definitely settled that within three or four months the N.Y.K. will have at work a regular monthly service, probably of three temporary steamers, on charter, running to Australia; and later, in about a year, these will be replaced by new vessels, specially fitted to provide unequalled accommodation for passengers, and capable of travelling at a high rate of speed. The freight trade now in the hands of the Eastern and Australian and China Navigation Companies, will not be attacked at all, as it is not desired in the slightest degree to interfere with the old established lines.

The next new departure of the Nippon Yusen Kaisha will be regular service of six steamers running to Europe, by the Suez Canal. These will probably be intended more for cargo than for passengers; the existing arrangements for shipment of goods to Japan being unsatisfactory in several ways, the new line ought to attract a good deal of favourable attention. Arrangements are now being pushed forward, but cannot be completed for some months.

The present service between Japan and Manila will probably be doubled before long, as the requirements already, in the short period of experimental running, fully justify this move.

THE CHINA BORNEO COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the fourth ordinary yearly meeting to be held at the Company's office (No. 6, 10 House Lane) at noon on Thursday, 11th May, 1893:

Your directors have now to lay before you the accounts for the year ending 31st December, 1892, which show a loss of \$3,146.63 on working account.
At the last annual meeting (23rd April, 1892), it was decided to realize the assets as opportunity offered, reduce liabilities, and stop the working of unprofitable branches of the business. The steamer *Sandakan* has been sold at a loss of \$3,844.52; the liability of \$35,000 on tobacco land concession has been got rid of by giving up a part of the concession. The *Sandakan* steamer will have been closed and the cost of getting rid of the steamer and sending them home is negligible for the loss on working account.

Mr. Abrahamson entered in action against the Company in the Borneo Court for wrongful dismissal, claiming \$7,000 to \$8,000; the case is still before the Court.

Mr. Stokes resigned his seat on leaving the Colony. Messrs. Wheeler and Layton, retire, but offer themselves for re-election.

The accounts have been audited by Messrs. Henderson and Lyall, who offer themselves for re-election.

B. LAYTON, Chairman.

Hongkong, 2nd May, 1893.

Capital \$750,000, divided into 7,500 shares of \$100 each.

STATEMENT OF ACCOUNT TO DECEMBER 31ST, 1892.

Liabilities.	
Capital:—	
1,470 shares fully paid up allotted to E. E. & Co. in part payment as per prospectus each \$100.00	\$147,000.00
140 shares fully paid up allotted to the vendors of the sawmill in part payment of same, each value \$100.00	14,000.00
5,568 shares each paid up \$55	306,240.00
382 shares each paid up \$50	19,100.00
	\$486,340.00
Hongkong and Shanghai Bank	54,074.15
Bill payable	1,750.00
Sundry creditors	6,720.08
Mortgage on batique Tarapaca	10,000.00
	\$558,384.23

Assets.	
Sandakan sawmills	78,587.64
Boats, lighters and launches	13,122.25
Land concessions (Tobacco)	15,393.29
Timber concessions	15,191.15
Tag Normankhurst	15,418.63
Hongkong sawmills	15,000.00
batique Tarapaca	10,000.00
Town, County and Suburban Lands	11,760.00
Plant Account	1,188.22
Furniture	404.25
Stores and Investments	161.60
Sundry debtors	10,181.53
Stores, coal, &c., Stock	6,775.48
Cash in hand	251.91
Timber stock	12,127.05
Sawn timber stock	24,784.86
Uncompleted voyage Tarapaca	9,124.60
Balance of Profit and Loss Account	372,613.73
	\$552,984.23

WORKING ACCOUNT.

The Share Market.

LATEST QUOTATIONS.
 Hongkong and Shanghai Bank.—110 per cent. prem. sales and sellers.
 The National Bank of China, Ltd.—on £8.10. paid up.—35 per cent. div. sellers.
 The National Bank of China, Ltd.—Founders' shares, \$130 per share, sellers.
 The Bank of China, Japan & the Straits, Ltd.—\$13, sales and sellers.
 The Bank of China, Japan & the Straits, Ltd.—Preference shares, £20, buyers.
 Chinese Imperial Loan of 1884, B.—24 per cent. premium, sellers.
 Chinese Imperial Loan of 1884 C.—2 per cent. premium, buyers.
 Chinese Imperial Loan of 1886 E.—14 per cent. premium.
 Union Insurance Society of Canton—\$82 per share, sellers.
 China Traders' Insurance Company—\$54 per share, sellers.
 North China Insurance—Tls. 115 per share, buyers.
 Canton Insurance Company, Limited—\$113 per share, sales and buyers.
 Yangtze Insurance Association—\$100, sellers.
 On Tai Insurance Company, Limited—Tls. 150 per share.
 Hongkong Fire Insurance Company—\$235 per share, sellers.
 China Fire Insurance Company—\$83 per share, sellers.
 Hongkong, Canton, and Macao Steamboat Co.—\$20 per share, buyers.
 China and Manila Steam Ship Company—18 per share, sellers.
 Indo-China Steam Navigation Company, Limited—24 per cent. div. account, buyers.
 Douglas Steamship Company—\$30 per share, sellers.
 The Steam Launch Co., Limited—nominal.
 Hongkong and Whampoa Dock Company—72 per cent. premium, sales and buyers.
 Geo. Fenwick & Co., Limited—\$15 per share, sales and sellers.
 Hongkong Hotel Company—\$20, per share, sales and buyers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$50.
 The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.
 The Shambien Hotel Co., Limited—\$3 per share.
 Panfong Mining Co.—\$71 per share, sales and buyers.
 The Rauli Gold Mining Co., Limited—\$61 per share, sales and buyers.
 The Balmoral Gold Mining Co., Limited—20 cents, per share, sales and buyers.
 Societe Francaise des Charbonnages du Tonkin—\$90 per share, sales and sellers.
 The Ichibu Mining and Trading Co., Limited—\$53 per share, ex. div. sales and sellers.
 The Selama Tin Mining Co., Limited—4 cents per share, sellers.
 London and Pacific Petroleum Co., Ltd.—nominal.
 China Sugar Refining Company, Limited—\$30 per share, sales and sellers.
 Luon Sugar Refining Company, Limited—\$35, nominal.
 A. S. Watson & Co., Limited—\$141 per share, sales and buyers.
 Dakin, Crickbank & Co., Limited—\$2 per share, sellers.
 Hongkong Dairy Farm Co., Limited—\$41 per share, sales and sellers.
 The Kowloon Land Investment Co., Limited—\$71 per share, buyers.
 The Hongkong Land Investment Co., Limited—\$54 per share, sales.
 The West Point Buildings Co., Limited—\$23 per share, sellers.
 H. G. Brown & Co., Limited—\$8 per share, sales and buyers.
 Hongkong and Kowloon Wharf and Godown Company—\$42 per share, sellers.
 Hongkong Rope Manufacturing Company, Limited—\$92 per share, ex. div. sellers.
 Hongkong Gas Company—\$100 per share, sales and buyers.
 Hongkong Ice Company—\$65 per share, buyers.
 Hongkong and China Bakery Company, Limited—\$65 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$4 per share, sales and sellers.
 The Green Island Cement Co.—\$2 per share, sellers.
 The Hongkong Electric Light Co., Limited—\$4 per share, sales and buyers.
 The Hongkong Steam Laundry Co., Limited—\$45 per share, nominal.
 The Hongkong High-Land Tramway Co., Limited—\$75 per share, sellers.

ON LONDON—Bank, T. T......2/3
 Bank Bills, on demand.....2/3
 Bank Bills, at 4 months' sight.....2/3
 Credits at 4 months' sight.....2/3
 Documentary Bills, at 4 months' sight.....2/3
ON PARIS—
 Bank Bills, on demand.....1/42
 Credits, at 4 months' sight.....1/32
ON INDIA—
 T. T.220/4
 On Demand220/4
ON SHANGHAI—
 Bank, T. T.71/2
 Private, 30 days' sight.....72

VISITORS AT THE HONGKONG HOTEL.

Mr. H. Allen. Mr. Mollison.
 Mr. F. J. Anderson. Mr. Morehead.
 Mr. Geo. Armstrong. Captain A. Murray.
 Miss Barbe. Mr. E. Nocht.
 Mr. A. S. Baker. Mr. A. O'Malley, A.S.C.
 Mr. H. Baker. Mr. W. H. Orchard.
 Mr. C. W. Bell. Mr. A. Pelly.
 Dr. M. B. Boyd. Mr. R. Perce.
 Misses Donnell (3). Dr. Playfair.
 Mr. S. von Fries. Mr. C. Popoff.
 Sir George Glyn. Mr. Portal.
 Rev. W. Gray. Miss Hutton Potts.
 Mr. H. E. Gregory. Mr. R. Redfern.
 Capt. T. Hall. Mr. and Mrs. W. H. L.
 Mr. J. Harris. Roberts.
 Mr. A. W. James. Miss Rutledge.
 Mr. and Mrs. E. W. Knox. Mr. V. de Solvères.
 Mr. E. Kreitzschmar. Madame Solomon.
 Mr. P. de V. Llavaz. Mr. and Mrs. Sweet.
 Mr. A. Lind. Mr. and Mrs. W. C. P. Tay.
 Mr. and Mrs. H. W. Little. Mr. R. L. Thomson.
 Mr. A. H. Macdonald. Mr. H. A. S. Thomson.
 Mr. H. C. Macdonald. Mr. V. To.
 Mr. H. Marc. Mr. and Mrs. Warren.
 Mr. B. McArthur. Mr. and Mrs. Wotton.
 Mr. I. F. McEwen.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adamson. Mr. W. H. R. Loxley.
 Mr. Bird. Mr. Medhurst.
 Mr. F. Deacon. Mr. Monney.
 Mr. F. East. Mr. A. E. Skeels.
 Mr. W. H. Gaskell. Mr. Sparrow.
 Mr. E. J. Gist. Captain Moore.
 Mr. Thos. Howard. Mr. E. Tomlin.
 Mr. V. Kofod.

MAILS EXPECTED.

THE AMERICAN MAILS.

The P. M. S. S. Co.'s steamer *City of Peking*, with mails, &c., from San Francisco, left Yokohama on the 2nd instant, and may be expected here on the 8th.
 The P. M. S. S. Co.'s steamer *China*, with mails, &c., left San Francisco for this port via Yokohama, on the 24th ultimo.
NORTHERN PACIFIC MAIL.
 The Northern Pacific Steamship Co.'s steamer *Mogul* left Tacoma, Washington for this port on the 20th ultimo, via Japan Ports.
THE INDIAN MAIL.
 The 'Apostle' line steamer *Arcturion* appears from Calcutta, left Singapore on the 2nd instant, and is expected here on the 9th.

STEAMERS EXPECTED.

The 'Ben' line steamer *Benloga*, from Antwerp and London, left Singapore on the 28th ultimo, and is expected here on the 9th instant.
 The 'Glen' line steamer *Glenallick*, from London and the Straits, left Singapore on the 20th ultimo, and is expected here on the 9th instant.
 The P. & O. S. N. Co.'s steamer *Formosa* left Shanghai on the 2nd instant, and may be expected here on the 9th.
 The P. & O. S. N. Co.'s steamer *Takuran*, from Bombay, left Singapore on the 2nd instant, and may be expected here on the 9th.
 The 'China' line steamer *Mutual S. N. Co.'s* steamer *Peking*, from Glasgow and Liverpool, left Singapore on the 3rd instant, and is due here on the 9th.
 The steamer *Yava* left Bombay on the 1st instant, and may be expected here on the 19th.

Shipping.

ARRIVALS.
SHANTUNG, British steamer, 1,879, H. C. D. Rampton, 3rd May.—Samarang 24th April, Sugar.—Butterfield & Swire.
ARCHER, British steamer, 1,770, Captain R. W. Scott Rogers, 3rd May.—Natura Islands 24th April.
GENOUE, British steamer, 2,500, Wm. E. Duke, 4th May.—Singapore 28th April, General.—Jardine, Matheson & Co.
BRAZILIERA, British barque, 294, A. Skelling, 4th May.—Singapore 21st March, Timber.—Captain.
HAINAN, German steamer, 741, F. Samuelson, 4th May.—Newchwang, via Chefoo 28th April, Beans.—C. M. S. N. Co.
CHONGSHAN, British steamer, 1,194, R. C. D. Bradley, 4th May.—Canton 4th May, General.—Jardine, Matheson & Co.
NIERSTEIN, German steamer, 731, L. Albers, 4th May.—Canton 4th May, General.—Melchers & Co.
FRICHING, British steamer, 994, John Warren, 4th May.—Canton 4th May, General.—Siemens & Co.
MARIA VALERIE, Austrian steamer, 2,644, A. Milis, 4th May.—Kobe 20th April, General.—D. Sassoon, Sons & Co.
TAISHAN, British steamer, 1,505, H. W. Hogg, 4th May.—Shanghai 20th April and Swatow 3rd May, General.—Jardine, Matheson & Co.
FOKIN, British steamer, 509, W. Davis, 4th May.—Tamsui 1st May, and Swatow 3rd, General.—D. Laprak & Co.
IRKNE, British steamer, 826, H. Webber, 4th May.—Antwerp 15th March, General.—Siemens & Co.
HAIHONG, French steamer, 874, H. Galletti, 4th May.—Halphong and May, General.—Messageries Maritimes.
AIR, British steamer, 1,495, W. Ellis, 4th May.—Sydney 11th April, Brisbane 14th, Townsville 16th, Cooktown 17th, Thursday Island 21st, and Port Darwin 25th, General.—Gibb, Livingston & Co.
CLARANCES AT THE HARBOUR OFFICE.
Bantu, German bark, for Newchwang.
Nipho, German steamer, for Shanghai.
Bonadon, British steamer, for Saigon.
Coriya, British steamer, for Canton.
Melphidia, British steamer, for Saigon.
Indepndent, German steamer, for Singapore.

DEPARTURES.
 May 3, *Zafra*, str., for Amoy.—Messrs. A. H. Road, J. P. MacIntyre, A. C. Camero, and S. Dean.
 May 3, *Oceanic*, French steamer, for Shanghai.
 May 4, *Fidella*, German steamer, for Bangkok.
 May 4, *Alvina*, German steamer, for Hobeu.
 May 4, *Libelle*, British steamer, for Bangkok.
 May 4, *Prolos*, German steamer, for Bangkok.
 May 4, *Talchoeng*, German steamer, for Swatow.
 May 4, *Indepndent*, German str., for Singapore.
 May 4, *Nipho*, German str., for Shanghai.
 May 4, *Pamph*, British steamer, for Saigon.
PARSENGERS—ARRIVED.
 Per *Glenglo*, str., from Singapore.—320 Chinese.
 Per *Peking*, str., from Tamsui, &c.—Mr. R. Fraser-Smith, Mrs. Focken, Miss C. Focken, and 120 Chinese.
 Per *Maria Valeris*, str., from Kobe.—Mr. Enrico Fenerelsen.
 Per *Taiyang*, str., from Shanghai, &c.—Mr. Weston, and 82 Chinese.
 Per *Irma*, str., from Antwerp.—Mr. Phillips.
 Per *Africa*, str., from Sydney.—The Company of Kinross and mald, Lady Eibel Keith-Falkner, Lady Hilda Keith-Falconer, Mr. and Mrs. R. Harvey, Miss Harvey, Mr. and Mrs. H. B. Collins, Messrs. J. C. Oswald, H. E. Barrett, R. M. Jones, S. Brown, E. J. Ross, H. Irving, H. M. Irving, V. R. Bowden, L. Drapkin, H. Robinson, H. M. Johnson, 12 in other classes, and 33 Chinese.

DEPARTED.
 Per *Empress of India*, str., for Shanghai.—Messames Davies, Ridley, Johnstone, and Mr. Such. For Kobe.—Bishop and Mrs. Burdon, Mr. and Mrs. Donovan, Messames Higgins, Cadick, and Ireland, and Captain S. G. Moore. For Yokohama.—Major and Mrs. Robinson, a children and 2 servants, Mrs. Gillies, Mrs. Kramer, Miss Wilson, Miss Field, Surgeon-Captain Westcott, Messrs. E. B. Whelan, W. Thomas, and W. Goodbody. For Vancouver.—Mr. and Mrs. Hurd, Dr. Gray, Rev. A. B. Simpson, and Mr. Hellmann. For Chicago.—Mr. Smith. For Toronto.—Mr. D. Blain. For London.—Dr. and Mrs. Heritgan, Miss and Master Harigan and mald, Mr. and Mrs. P. A. Carr, Miss Featherstonhaugh, Mr. and Misses Gilling (4), Captain Moore, R. M., Lieut. Hobbs, Messrs. H. E. Procter, D. H. McKee, W. H. Middleton, and H. W. Renne. For Liverpool.—Mr. and Miss Woods. For Portsmouth.—Private J. Gardner. For Hamburg.—Mr. Ebers. For Paris.—Mr. Berthoin.
 Per *Oceanic*, str., for Shanghai from Hongkong.—Mrs. Constantine and sister, Miss Martins, Messrs. Vito, E. F. de Sena, Ger, E. E. Wadman, and L. Segura. For Kobe.—Messrs. V. de Solvères, M. S. de Vismara, R. Perez, and Tang How Peng. For Yokohama.—Mr. and Mrs. L. Roberts, Mr. and Mrs. E. Fuchs, Mrs. Pether, Mr. C. Allford, Mrs. Ward, Mrs. Stewart, Messrs. Carron and Lucas. From Marcellus for Shanghai.—Messrs. Emilie Villard, Dubail, and Gordon. For Yokohama.—Mr. and Mrs. Paul Colomb, Weill, Misses Gryn and Chalas. From Calcutta.—Mr. Mallich. From Batavia.—Mr. Howlett and servant. From Singapore.—Mr. and Mrs. Rose, Misses Harris, Grus, Messrs. Kinzel, B. Barclay, Beyer, and a Japanese. From Saigon.—Mr. Rolland, Messrs. Roudie and Rover.

Per *Zafra*, str., for Amoy.—Messrs. A. H. Road, J. P. MacIntyre, A. C. Camero, and S. Dean.

REPORTS.
 The British steamer *Irma* reports that she left Antwerp on the 15th March. Had generally fine weather throughout especially from Singapore.

The British steamer *Glenglo* reports that she left Singapore on the 28th ultimo. Had very fine weather with light airs and calms to North Reef; thence had light to moderate northerly breezes, and cloudy weather with smooth sea throughout.

The British steamer *Takuran* reports that she left Shanghai on the 20th ultimo, and Swatow on the 3rd instant. High light variable winds, accompanied with dense fog at times, to Swatow; thence to port had moderate northerly winds and cloudy weather.

The British steamer *Arcturion* reports that she left Sydney on the 17th ultimo, Brisbane on the 13th, Townsville on the 16th, Cooktown on the 17th, Thursday Island on the 21st, and Port Darwin on the 25th. Experienced variable winds and fine weather throughout. Made fast to Company's buoy, Hongkong, at 3.45 p.m. on the 4th instant.

The British steamer *Fokien* reports that she left Tamsui on the 1st instant, and Swatow on the 3rd. From Tamsui had light west-north-west winds with overcast weather and calms the first part of the passage, and the latter part had variable south-west winds and calms with fog to Swatow. From Swatow had light to moderate northerly winds and fine but cloudy weather. In Swatow the steamship *Sichuan* and *Namoa*.

Post Office.

A MAIL WILL CLOSE—
 For Swatow, Singapore, and Bangkok.—Per *Teichow* to-morrow, the 5th instant, at 9.30 A.M.
 For Nagasaki, Kobe, and Yokohama.—Per *Ravenna* to-morrow, the 5th instant, at 11.30 A.M.
 For Swatow, Amoy, and Tamsui.—Per *Fokien* to-morrow, the 5th instant, at 11.30 A.M.

SHIPPING IN HONGKONG.

STEAMERS.
AMIGO, German steamer, 771, A. Bendixen, 30th April.—Saloon 26th April, Rice and Paddy, Wile & Co.
ATYOLA, British steamer, 1,476, Watson, 1st May.—Saloon 28th April, Rice, Paddy, and Cotton.—Order.
BENALDER, British steamer, 1,286, C. K. McIntosh, R.N.R., 3rd May.—Saloon 28th April, Rice and Paddy.—Gibb, Livingston & Co.
BENTLEY, British steamer, 1,481, J. H. Clark, 1st May.—Saloon 28th April, Rice and Paddy.—Gibb, Livingston & Co.
BENTON, British steamer, 1,705, W. Thomson, 27th April.—Saloon 23rd April, Rice.—Gibb, Livingston & Co.
BORNIDA, Italian steamer, 1,595, F. Ansaldo, 3rd May.—Bombay, and Singapore 26th April, General.—Cassella & Co.
CELANA BRANCH, British steamer, 1,645, George Pitcher, 3rd May.—Mol (Japan), 27th April, Coals.—Dodwell, Carill & Co.
CHANGSHA, British steamer, 1,455, J. E. Williams, 29th April.—Australian Ports 8th April, General.—Butterfield & Swire.
CHOWWA, British steamer, 1,057, F. W. Phillips, 1st May.—Bangkok 23rd April, General.—Yuen Fat Hong.
FAME, British steamer, 117, Captain McIsaac, Hongkong Government tender.
FORMOSA, British steamer, 694, T. R. Hall, 20th April.—Tamsui, via Amoy, and Swatow 28th April, General.—D. Laprak & Co.
FRAMERS, Norwegian str., 958, O. Thorbjornsen, 3rd May.—Mol (Japan), 28th April, Coals.—Dodwell, Carill & Co.
GAELIC, British steamer, 4,200, Peare, 20th April.—San Francisco 4th April and Yokohama 24th, Mails and General.—O. & O. S. S. Co.
INORAHAN, German steamer, Piper, 2nd May.—Saloon 28th April, Rice.—Wile & Co.
KONG SHANG, British steamer, 864, J. E. Jackson, 18th April.—Bangkok 12th April, General.—Yuen Fat Hong.
MEYAPEDIA, British steamer, 1,454, W. Fraser, 28th April.—Saloon 33rd April, General.—Woo Kee.
NURNBERG, German steamer, 3,207, B. Blanke, 30th April.—Yokohama 21st April, Kobe 24th, and Nagasaki 26th, Mails and General.—Melchers & Co.
PILOT FISH, British steamer, 161, A. Stopani, Hongkong and Whampoa Dock Co.
PROSPERITY, British steamer, 1,387, W. H. Farand, 12th March.—Saloon 9th March, Rice and Paddy.—Arnold, Karberg & Co.
RAVENNA, British steamer, 1,915, C. W. F. Browne, R.N.R., 24th April.—Yokohama 15th April Mails and General.—P. & O. S. N. Co.
RIVERDALE, British steamer, 1,311, E. Pock, 25th April.—Mol 19th April, Coals.—Dodwell, Carill & Co.
ROMULUS, Spanish steamer, 531, G. Mendiguer, 4th April.—Manila 30th March, General.—Shewan & Co.
TACOMA, British steamer, 1,661, J. R. Hill, 26th April.—Tacoma 25th March, General.—Dodwell, Carill & Co.
TACHIOH, British steamer, 862, R. Unsworth, 20th April.—Bangkok 22nd April, Rice.—Yuen Fat Hong.
WINGWANG, British steamer, 1,517, A. de St. Croix, 28th April.—Calcutta 12th April, and Singapore 22nd, General.—Jardine, Matheson & Co.
ZAMBER, British steamer, 1,567, G. J. Edwards, 1st May.—Saloon 27th April, Rice and Paddy.—Dodwell, Carill & Co.

SAILING VESSELS.
BANDANIERA, Italian 4-masted schooner, 1,775, T. G. Jones, 11th Feb.—New York 14th October, Korosen Oil.—Captain.
BAUTOU, German bark, 348, Egger, 26th April.—Amoy 23rd April, Ballast.—Captain.
CELTIC CHIEF, British ship, 1,747, C. Owen, 13th March.—New York 4th Oct. Oil.—Shewan & Co.
IRON DUKE, German bark, 1,413, H. Hashagen, 4th April.—New York 20th Oct. Petroleum.—Shewan & Co.
JOSEPHUS, American ship, 1,840, T. Rogers, 1st April.—New York 5th Nov.—Oil.—Reuter, Brockman & Co.
MILLY, German schooner, 93, O. Kessler, 16th April.—Taliu 12th Mar. General.—Siemens & Co.
PAPA, German bark, 748, T. W. Thoma, 17th Jan.—Cardiff 14th Sept. Patten Fuel and Coke.—Order.
PARAMITA, American ship, 1,498, Bonley, 21st April.—San Francisco 17th Feb. Flour.—Chinese.
R. R. THOMAS, American ship, 1,555, Nichols, 11th March.—New York 19th October, Petroleum.—Order.
SEKATOR, British ship, 1,695, H. P. Smith, 22nd March.—New York 26th October, Cass Oil.—Machters & Co.
TERMOPTLES, British bark, 948, J. R. Winchester, 17th April.—Victoria, B.C. 17th Ballast.—Captain.
VICTORY, British bark, 491, K. Martin, 9th Feb.—Honiola 18th Jan. General.—Chinese.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

TWIN SCREW STEAMERS, 10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN6,000 Tons.....WEDNESDAY, 24th May.
EMPRESS OF CHINA5,000 ".....WEDNESDAY, 14th June.
EMPRESS OF INDIA5,000 ".....WEDNESDAY, 5th July.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and call at VICTORIA, B.C. to Land and Embark Passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers Booked to all the principal ports in Canada and the United States, and also through to Great Britain and the Continent of Europe, at Current Rates, with Passengers choice of Atlantic Line.

RETURN TICKETS—Time limit for prepaid Return Ticket is reckoned from date of issue to date of re-embarking at Vancouver.

SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials, in the service of China or Japan.

The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on this Route are owned by the Company and their appointments and Cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping, and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to E. HOLLOWAY, General Agent. 13

Hongkong, 12th April, 1893.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Nagasaki, Kobe, Yokohama and Honolulu) Tuesday, 9th May.
Belge (via Nagasaki, Kobe, Yokohama and Honolulu) Thursday, 8th June.
Oceanic (via Nagasaki, Kobe, Yokohama and Honolulu) Tuesday, 27th June.

THE U. S. Mail Steamship

"CITY OF PEKING" will be despatched for SAN FRANCISCO, via NAGASAKI, INLAND SEA, KOBE, YOKOHAMA AND HONOLULU, on THURSDAY, the 18th May, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent. Hongkong, 4th May 1893.

NOTICE.

JEY'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEY'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says "It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings. Hongkong, 19th June, 1893.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)
Tacoma Saturday May 6th.
Mogul Saturday May 27th.
Victoria Saturday June 17th.
Tacoma Tuesday July 18th.
Mogul Tuesday August 8th.
Victoria Tuesday August 29th.

THE Steamship "TACOMA," Captain Hill, sailing at Noon, on SATURDAY, the 6th May, will proceed to VICTORIA, B.C., and TACOMA, via INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the General Agent, Northern Pacific Railroad Company, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARILL & Co., Agents. Hongkong, 29th April, 1893.

Hongkong, 29th April, 1893.

Hotels.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, having been leased by the Proprietors of the "VICTORIA HOTEL," is now open and will be run in conjunction with the HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

SUMMER RATES.
 One person, per day.....4.00
 One person, per week.....25.00
 One person, one month.....75.00
 Married couple (occupying one room) per day.....7.00
 Married couple (occupying one room) per week.....45.00
 Married couple (occupying one room) per month.....125.00
 For full particulars apply to VICTORIA HOTEL, Hongkong, 11th April, 1893.

THE SHAMBEEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Station Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liquors, &c., of the best quality only.

A WELL APPOINTED BILLIARD ROOM. JOHN C. FOSTER, Manager. Hongkong, 1st September, 1892.

HAUENSTEIN'S HOTEL, AMOY.

THIS First-class FAMILY HOTEL is situated on the beach at KULANGSOO and has First-class Accommodation for Visitors. An EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality.

Terms Moderate. R. HELLWIG, Proprietor. Amoy, 1st September, 1892.

TAKARADZUKA HOTEL.

ONE HOUR